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for SIX insertions, or one week, \$1.00  
for TWENTY-FIVE insertions, \$2.50  
Longer Advertisements at equally favorable rates.  
Advertisements when ordered to be continued  
in the inside after the first insertion will be subject to  
the same charge as on their first appearance, payable  
in all cases in advance.

### The Late Railroad Disaster.

SPRINGFIELD, Mass. Oct. 15, 1871.  
Hunt. Editors of the Tribune:  
As your paper is somewhat extensively circu-  
lated in this vicinity, and especially as it is likely  
to be read by all interested as any other, I ven-  
ture to address you upon a subject of which, for di-  
verse reasons, our local papers hesitate to speak  
fearlessly.

In our papers of this week and in the Boston pa-  
pers of yesterday you will find a statement of facts  
signed by three of our most respectable citizens, in  
respect of the late Railroad disaster in this vicinity.  
In view of that and other statements, the question,  
of much interest to the public, arises, *Upon whom  
rests the blame?* This I propose to consider in  
reference to the persons immediately concerned,  
and with this report before me.

1st. *Was Lee to blame?* He was, greatly.  
Knowing as he did the nature of the order entrusted  
to him, it was his urgent duty to have given it  
to Warren personally, no matter for the delay of  
his train, especially as each delay would have pre-  
judiced no one, and more especially as Warren was  
already behind his time. But Lee is an excuse  
at least plausible, and in the haste and hurry and  
urgency of his departure he thought he had done  
his duty by giving the order to one seemingly at-  
tached to Warren's train.

2d. *Was Moore to blame?* He was. For al-  
though told that "the road was his," still, knowing  
that under even the ordinary casualties of life the  
order sent Warren might not have reached him, he  
ought to have proceeded with the great caution  
which his high responsibility under such circum-  
stances demanded. But his excuse is, that he was  
doing contrary to his orders.

3d. *Was Warren to blame?* The report al-  
luded to, probably for the reason that, to the dead,  
whose friends are far away, it matters not how the  
living are excused, it throws the onus of the fault  
upon him; but yet for him, I think, much may be  
said. The new order he had not received. Under  
the old regime, Moore was to wait at West-  
field 30 minutes, instead of which he waited but 5,  
and consequently was, under the circumstances,  
25 minutes before his time.

Warren, at Pittsfield, was 30 minutes too late  
—at Chester, they say, he was 50 minutes behind.  
That he should have lost 20 minutes between the  
two places, when he was already half an hour in  
arrear, is certainly singular. His remark to Stock,  
at Chester Factories, that his time would be up in 5  
minutes, shows the time to have been 12 o'clock 20  
minutes, which made him 43 minutes in arrear at  
that place. But taking a worse view, and allow-  
ing that it was then 12 M. 25 minutes, and he 48  
minutes behind, he still had 30 minutes in arrear  
to reach Westfield before Moore should have start-  
ed (12 M. 55 min.) time enough to run over the 15  
miles. Yet he was to blame for not stopping as  
per orders.

4th. I am now prepared to step upon higher  
ground, and strike at a higher quarry, feeling as I  
do that, the blame must finally rest on other  
shoulders. And I speak fearlessly what truth and  
public interest demand. The fault must be laid  
upon the immediate superintendents of the road  
here, Maj. Whistler or Mr. Barnes, one or both,  
and for this very simple and obvious reason, that,  
a matter of such vital consequence should never  
be suffered to turn upon the casual delivery of a  
letter. In this case Warren had but 10 min-  
utes behind, a collision would have taken place  
close by Westfield indeed, and while Warren would  
have had every reason to suppose that he had 20  
minutes yet to spare before Moore's half hour wait-  
ing time should expire, and at most but two or  
three miles to run. I repeat then, that the blame  
must be laid on Mr. Barnes for trusting an affair  
of such immense moment to a letter which one con-  
ductor, perplexed by a thousand duties and har-  
assed by a thousand calls, might forget to deliver,  
and which another might in his hurry neglect to  
read. The matter should have been arranged care-  
fully, deliberately and occasionally. It was done  
carelessly, slovenly, criminally, fatally. Mr. Barnes  
should have gone himself, or sent a trusty man, on  
purpose to see his orders executed. Common  
sense would have dictated it—duty should have  
commanded it—any careful, responsible, thorough-  
going business man would have done it, (unless he  
were too careful of his case.) Here I rest the mat-  
ter—the Public Judge, and so far as can be done,  
let the Corporation make full reparation for  
the ruthless damage they have done.

One other cause of blame was the putting the  
haggard in the rear, and that too merely for conve-  
nience. This is obvious, and any one can tell  
where to put the blame of this grievous error, this  
criminal violation of duty and trilling with human  
life.

Yours, BROWSTER.

### The Railroad Controversy.

ALBANY, Oct. 16, 1871.

To the Editor of the Tribune:  
In your paper a few days ago, I read a one-sided,  
partial account of the pending controversy between  
the Mohawk and Hudson Railroad Company and the  
citizens of Albany; or, more correctly speaking,  
the attack of a few citizens of Albany, upon the  
business and interests of said Railroad Company.  
The public here are at no loss to whom to  
ascribe the authorship of that communication, and  
hence are not surprised at its partiality, though  
many are at its injustice. As the writer gives no  
account of the origin of the controversy, or the ob-  
ject of those who have established the line of Op-  
position, but rather seeks to convey the idea  
that it has been caused by the extravagant rate of  
fare, the dangerous character of the road, and the  
misconduct of the Company's agent, and that the  
stages were called for by the public convenience,  
it may be well to disabuse your readers on the sub-  
ject.

It is well known that the Mohawk and Hudson  
was one of the first Railroads constructed in this  
country, built before practical experience had in-  
troduced many of the improvements and facilities  
of the present day. It had not at that time been  
ascertained that considerable ascents could be over-  
come by the power of locomotives. Hence the  
supposed necessity of inclined planes, and the im-  
mense cost of the road.

When the books of subscription to the stock  
were opened, the capitalists of this city came line-  
ally forward to subscribe, and the road was built  
under the auspices of a part at least of those who  
are now arrayed against it. Subsequently the  
Troy, Ballston and Saratoga road was built, with-  
out inclined planes, and at a much less cost; and  
as the Troyans never do any thing by halves, or suf-  
fer themselves to be divided on any question af-  
fecting the interest of their city, they not only raised  
an alarm about the danger of inclined planes, but  
set themselves at work to obtain control of the  
Mohawk and Hudson road, by buying up the stock  
thereof. This they effected at an immense cost,  
the Albanians selling out their shares at from 30 to

# NEW-YORK TRIBUNE.

BY GREELEY & McELRATH.

OFFICE NO. 30 ANN-STREET.

PRICE ONE CENT.

NEW-YORK, TUESDAY MORNING, OCTOBER 19, 1871.

VOL. I. NO. 164.

### A Summary Statement

Of the value of the exports of the growth, produce and  
manufacture of the United States, during the year com-  
mencing on the 1st day of October, 1870, and ending on  
the 30th day of September, 1871.

Fisheries—THE SEA.

Dried fish, or cod fisheries, \$541,053  
Pickled fish, or river fisheries, (herr-  
ing, shad, salmon, mackerel), 1,404,994  
Whale and other fish oil, 430,490  
Spermaceti oil, 310,379  
Spermaceti candles, 332,352

THE FOREST.

Skins and furs, \$1,237,759  
Ginseng, 22,728  
Products of wood—  
Saves, shingles, boards, hewn timber, 1,801,949  
Other lumber, 270,933  
Masts and spars, 29,049  
Oak bark and other dye, 229,510  
All manufactures of wood, 596,305  
Naval stores, tar, pitch, rosin, and  
turpentine, 602,529  
Ashes, pot and pearl, 533,193

AGRICULTURE.

Product of animals—  
Bacon, tallow, hides, horned cattle, 623,373  
Butter and cheese, 210,749  
Pork, (pickled) bacon, lard, live hogs, 1,894,894  
Horses and mules, 246,320  
Sheep, 30,698  
Vegetable food—  
Wheat, 1,635,465  
Flour, 10,143,615  
Indian corn, 338,332  
Lard, 105,183  
Rye meal, 170,393  
Rye, oats and other small grain and  
pulse, 113,293  
Biscuit or shipbread, 428,988  
Potatoes, 54,524  
Apples, 55,131  
Rice, 1,942,076

Other agricultural products—  
Flaxseed, 120,490  
Hops, 11,235  
Brown sugar, 45,940  
Indigo, 209  
177,384

MANUFACTURES.

Soap and tallow candles, 451,995  
Leather, boots and shoes, 214,360  
Household furniture, 295,844  
Coaches and other carriages, 74,416  
Hats, 140,398  
Saddlery, 59,517  
Waxes, 159,635  
Spirits from grain, beer, ale & porter, 138,670  
Spices and tobacco, 131,431  
Lead, 39,497  
Lime and oil of spirits of turpentine, 63,448  
Cordage, 43,510  
Iron—pig, bar and nails, 147,397  
Castings, 115,694  
All manufactures of, 841,394  
Spirits from molasses, 233,707  
Sugar, refined, 1,214,652  
Chocolate, 2,048  
Gunpowder, 117,347  
Copper and brass, 86,554  
Medicinal drugs, 122,367  
5,276,317

Cottons, piece goods—  
Printed and colored, 398,977  
White, 2,997,257  
Nankers, 1,206  
Twist, yarn and thread, 31,445  
All other manufactures of, 192,728  
3,549,607

Flax and hemp—  
Cloth and thread, 7,114  
Brics, and all manufactures of, 1,127  
152,055  
Wearing apparel, 40,229  
Combs and buttons, 10,229  
Brushes, 12,263  
Billiard tables and apparatus, 2,471  
Umbrellas and parasols, 9,654  
Leather and morocco skins not sold per  
pound, 19,557  
Printing presses and type, 17,105  
Five engines and apparatus, 6,317  
Musical instruments, 12,199  
Books and maps, 29,632  
Paper and stationery, 76,557  
Paints and varnish, 34,631  
Vinegar, 6,401  
Earthen and stone ware, 10,909  
Manufactures of glass, 56,638  
Tin, 7,501  
Powder and lead, 15,296  
Marble and stone, 35,794  
Gold and silver and gold leaf, 1,965  
Gold and silver coin, 2,235,073  
Artificial flowers and jewelry, 9,475  
Molasses, 9,779  
Trunks, 6,607  
Brick and lime, 16,949  
Domestic salt, 42,246  
6,423,722

Articles not enumerated—  
Manufactured, 403,496  
Other articles, 740,305  
1,143,801

Total domestic exports, \$113,895,634

T. L. SMITH, Register.

TREASURY DEPARTMENT, Register's Office, June 8, 1871.

### TO WOOLEN MANUFACTURERS.

The subscriber has now in operation one of his Pat-  
ent Ratchet Feeders and Shell Picking Machines at N.  
York, N. Y. A great number of Manufacturers have al-  
ready supplied themselves and uniformly say it is pre-  
cisely what they want. They are durable and easily  
kept in repair. The cost of one of 25 inches width of feed  
blade delivered at H. H. H. is, Ninety six Dollars, and  
for a greater or less than six dollars per inch, added  
or deducted.

Carding Machines with Condensers and Spinning  
Jacks made in the best modern style. Orders or letters  
of inquiry left at No. 32 Prince st. near Broadway during  
the Fair will meet with prompt attention.

old 1st GEO. C. KELLOGG, New-Hartford, Conn.

### JUST RECEIVED

A. MARSHALL'S TROY SHIRT DEPOT, No. 30

Chatham-street, New York, a few cases of White

Under-Shirts and Drawers, together with a large assort-

ment of Linen Bosom Shirts, Collars, Bosoms, &c., which

will be sold at the following prices, viz: Under Shirts and

Drawers at \$4.25, \$4.50, \$5.00, \$5.50, \$6.00, \$6.50, \$7.00, \$7.50,

\$8.00, \$8.50, \$9.00, \$9.50, \$10.00, \$10.50, \$11.00, \$11.50, \$12.00,

\$12.50, \$13.00, \$13.50, \$14.00, \$14.50, \$15.00, \$15.50, \$16.00,

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